



DROWNS IN HUDSON IN LEAP FOR LIBERTY

Sicilian Counterfeiter Jumps
from Ferryboat and
Falls Justice.

FLYNN CAUSED HIS ARREST

Acted on Warning from Sicily,
and Traced Man to New
Jersey—Companion
Apprehended.

Francesco Martino, a Sicilian counterfeiter, captured yesterday afternoon by officers of the United States Secret Service, failed justice later by leaping from the 3:15 ferryboat from Weehawken and drowning before he could be rescued.

The officers of the secret service received a warning from the bureau in Sicily to be on the watch for Martino and a companion, Carmello Cadore, who were coming to this country with lots of plates for counterfeiting. Consequently, William J. Flynn, formerly Second Deputy Commissioner of Police, has had his men on the lookout for the Sicilians. Yesterday his men succeeded in tracing them to an abandoned house in Coatesville, N. J. The counterfeiter had come here by way of Palermo, and as a safeguard had had all their plates made in Italy.

When Chief Flynn learned of the whereabouts of the men, he sent Detectives Burke, Klenke, Rubano, Schroeder and Callahan to arrest Martino, while others of the force were looking for Cadore in this city. Martino apparently felt safe in his retreat, for, although well prepared to resist a siege, he came unarmed to the door when the detectives knocked.

Rubano ordered him to throw up his hands and he submitted tamely. A search of the house revealed the plates, a printing press and a quantity of paper for counterfeiting. Not a single note had been stricken off. Under Martino's bed were found a loaded shotgun, a revolver and a large quantity of cartridges.

The arrest was made about 1 o'clock in the afternoon, and at 3 the officers and their prisoner started for the ferry. Martino was not handcuffed, as he had promised to go along tamely, and it is the policy of the service to avoid publicity. The party boarded the West Shore ferryboat for the foot of Desbrosses street, and all went inside the cabin. No one noticed the quiet, dark-skinned man who appeared to be one of the party of detectives.

When the boat was about a third of the way across Martino remarked that it was hot and went to the window. The sixth paid little attention to this movement, supposing that the man wanted more air. Suddenly he sprang through the window, and although one of the detectives seized his trousers, he wrenched himself loose and leaped into the water.

Instantly the cry, "Man overboard!" arose, and the crowd rushed to the side of the ferryboat. It was first thought that Martino had intended to make a break for liberty, but it was instantly seen that suicide was his intent, as he could not swim. Efforts were made to throw a life preserver to him and to reach him with boathooks. A boat also was being launched, but he sank before aid could reach him.

At the time Martino was drowning his confederate was arrested as he was leaving his lodging in Chatham Square. It is said that he is wanted for murder in his native country.

Chief Flynn said that the chase against the two men was a complete one, and that Martino, knowing this and not being a young man, evidently preferred death to a long imprisonment.

The proof taken by the officers was said to be of a high quality of counterfeit, and would have passed easily for good money.

GATES'S CONDITION CRITICAL

Crisis May Be Expected Within
Next Forty-eight Hours.

Paris, July 11.—John W. Gates, the financier, passed through a critical stage of his illness to-day. Alarming symptoms developed during the morning hours, but the attending physician, Dr. Edmond Gros, said to-night that the patient's condition had slightly improved. He thought that this was due to the presence of Charles G. Gates, who had reached his father's bedside this afternoon, having been hastily summoned from New York.

Part of the day Mr. Gates was in a semi-comatose condition, but the danger was not considered immediate. The crisis of the disease, Dr. Gros says, will develop within the next forty-eight hours. He still considers that there is a chance of pulling the patient through.

Paris, July 12.—It was announced this morning that John W. Gates had passed a fairly good night. There was no apparent change in his condition.

SIR ELTON GORST DEAD

British Agent and Consul General
in Egypt Since 1907.

London, July 12.—Sir Elton Gorst, British Agent and Consul General in Egypt since 1907, died this morning.

Sir Elton Gorst succeeded Lord Cromer as British Agent in Egypt. He received the honors of a Knight Commander of the Order of the British Empire in 1907.

For the past year or more there have been rumors that Sir Elton was being considered for various offices, including Lord Kitchener. His death followed a long illness. Only within the last few days it was announced that he would not be able to return to his post.

Sir Elton Gorst was a son of Sir John Gorst and was born in New Zealand in 1861. He was knighted in 1907. He served in various capacities, being Under Secretary of Finance in 1902, financial adviser to the Egyptian Government, 1898-1904, and Assistant Under Secretary of State for Foreign Affairs, 1904-07.

WHERE TO TAKE LUNCH
The best place to take lunch is at the New York Club, 135 Fulton St., N.Y.

The Botany Bay of America!

A colony of over one thousand criminals living peacefully together and carrying on industrial and agricultural pursuits.
Where is it? See next

Sunday's Tribune

BAD LEAK IN COFFERDAM

Hole Stopped—Pumping Operations May Near End July 20.

Havana, July 11.—A serious leak in one of the twenty cylinders of the cofferdam surrounding the Maine, which has given anxiety to the engineers for some weeks, was discovered to-day and effectively stopped.

The pumping will be continued at an early date, and from present indications the berth deck, on which probably the greater number of fatalities occurred, will be completely exposed by July 20.

GIRL HOLDS UP BANKER

At Gun Point Demanded All
Money in Vault—Got None.

Akron, Ohio, July 11.—Edna Doble, a thirteen-year-old Akron girl, is under arrest charged with attempting to hold up the Cuyahoga Falls (Ohio) Bank, in the Western style, late to-day. She walked into the bank and asked for the cashier, J. N. Wolfinger. He happened to be out, and D. E. Gensmer, a bookkeeper, was in charge.

The girl sat in the outer office a few minutes, then arose, and going to Gensmer, pointed a gun in his face and demanded that "he give her all the money that was in the vaults." The man argued that the safes were locked and that he had no keys to them.

"Then give me all the money you have in your pockets," she said.

"Sorry, but I haven't any with me," answered the bookkeeper.

The girl then backed to the door still covering Gensmer. He called to the town marshal, who was in the street near the bank, and the girl was arrested.

TORY LEADERS CONFER

Lord Knollys, King's Confidant,
Also Sees Balfour.

(By Cable to The Tribune.)

London, July 12.—Arthur James Balfour had a further conference with Lord Lansdowne yesterday, and it was subsequently announced that he would address his constituents in the City of London on the constitutional crisis on July 27. Just about the time when the Lords will be considering whether to surrender or to face the creation of scores, perhaps hundreds, of new peers.

Lord Knollys also conferred with Mr. Balfour yesterday, and as he is in the confidence of the King the announcement has a special significance at this juncture.

Meanwhile "The Times" states that the chief Liberal whip has a list of five hundred peers ready, but nobody really believes, in spite of the Unionist cry of "No surrender," that there will be any necessity for watering the peerage and creating a permanent Liberal majority in the House of Lords.

By the continuance of their fall at an accelerated rate yesterday consols touched the lowest quotation recorded for eighty years. Business was actually transacted at 78 3/16, and we have to go back to 1831 to get a lower price than that. The price then was relatively lower because consols in those days bore 3 per cent interest, whereas they now bear only 2 1/2 per cent, but even making allowance for the reduction in interest consols are now lower than they have been since 1878.

Apart from general reasons for the fall in recent years, so frequently discussed of late, the present acute weakness in consols is ascribed to liquidation on the part of minor financial institutions all over the country since the suspension of the Birbeck Bank.

THOUGHT ACTOR WAS ACTING

But Moving Picture Diver Was
Really Drowning.

Albert Dreyden, a moving picture actor, made a fancy dive in front of the biograph camera men on Brady's Pond, Gramercy Park, yesterday afternoon and was drowned in the middle of the pond in thirty feet of fresh water. Dreyden's specialty was doing thrillers for a moving picture concern in Manhattan. Yesterday, in company with the camera squad and an assistant, he went over to Staten Island and rowed out in a small sharpie into the middle of Brady's Pond while the camera men trained their lenses on him.

The actor went deep below the surface and was a long time coming up. When he did appear he shouted wildly for help. His assistant was no swimmer, and, worse still, he lost his head and instead of picking up the oars and sending the sharpie over to the drowning man, he looked on as though the struggles of Dreyden were part of the film show.

When the men on the shore realized the situation they clambered into a boat drawn up on the bank and put out. Dreyden, however, had gone down the third time and his body was nowhere to be seen. The party got to shore and reported the drowning. The police grappled for the actor's body until after 9 o'clock and found it. Dreyden lived at No. 129 West 39th street, Manhattan.

RILEY GIVES LIBRARY SITE

"Hoosier Poet," on Sick Bed, Donates
Valuable Property to Indianapolis.

(By Telegram to The Tribune.)
Indianapolis, July 11.—The Indianapolis Board of School Commissioners received today from James Whitcomb Riley, the "Hoosier Poet," who has been ill with a serious affliction for several months, a gift of property located in the most fashionable part of the city, to be used as the site for a library and administration building. The value of the property is estimated at \$75,000, and if the present plan carries out, it will be the largest gift of the kind in the history of the city. The property is located on the site given by Mr. Riley.

SCENE OF THE WRECK OF THE FEDERAL EXPRESS AT BRIDGEPORT.

A.—Where the locomotive jumped the switch. B.—Abutment of bridge smashed by locomotive.



Bottom of one of the overturned cars, lying as it rolled over the edge of the embankment.

12 KILLED, 48 HURT IN EXPRESS WRECK

Fast Train from Washington to
Boston Jumps from Viaduct
in Bridgeport.

GOING 60 MILES AN HOUR

Engineer, Making Up Time While
Running Through City, Is
Said to Have Ignored
Specific Orders.

(By Telegram to The Tribune.)
Bridgeport, Conn., July 11.—Running at sixty miles an hour over a "cross-over" switch, where the rules call for a speed of not more than fifteen miles an hour, the Federal Express, one of the New Haven's fastest trains, jumped the tracks and smashed down a twenty-foot embankment just east of the Fairfield avenue viaduct here at 3:30 o'clock this morning. Twelve persons were killed in the wreck and forty-eight more or less seriously injured.

The train, which consisted of nine cars, is a combination Pennsylvania-New Haven through express from Washington to Boston. It comes into the Jersey City station of the Pennsylvania late at night and is ferried around Manhattan to the Willis avenue yards, in The Bronx, where the New York, New Haven & Hartford Railroad picks it up for the rest of the journey to Boston. The travellers on it are usually, as they were to-day, persons from south of New York or from New England.

Of the nine cars which composed the wrecked train to-day six were twisted into a jumble of steel, iron and wood, one was broken up badly, and two, the last of the six Pullman sleeping cars, escaped practically undamaged.

Besides the dead and more seriously injured, at least fifty more persons were slightly injured. Of the forty-eight whose injuries brought them to the notice of the police and hospital authorities of this city, at least eight will probably die.

All day and all night the wreckers, the local police and trainmen worked over the mass of wreckage, but up to midnight no more bodies had been discovered and none of the wounded in the hospitals had succumbed to their injuries.

The police and the trainmen are of the opinion that there are still one or more bodies in the wreck of the first Pullman car. A thorough search of this car could not be made because it is covered by the other wreckage.

The most remarkable thing about the disaster was the comparatively small number of those killed instantly, for the inside of every car, except the last two Pullman cars, was practically wiped clean.

Crossing over the switch at sixty miles an hour has been ascribed as the only possible cause for the wreck by every railroad man who has been at the scene, but no one has been able to explain why the train was going at such a speed over the switch. The engineer, Arthur M. Curtis, was killed in the wreck.

Say He Disobeyed Orders.

A fish stock car of the United States Bureau of Fisheries was the first car behind the engine, and its presence there constitutes the reason for the switching order of the fast express. According to the officials of the road, the engineer had orders to drop the fish stock car at Bridgeport. The Fairfield avenue viaduct is a little more than a mile from the Bridgeport station, and the fish car was to be dropped at this city.

From the Mott Haven station, where the Federal Express enters the New Haven road's territory, the train usually takes and keeps to the inside of the two eastbound tracks. The station platform here, however, is accessible only from the outside one of the two eastbound tracks, so that to drop the car here the train had to go across to this station track. The Federal Express is scheduled to make the Bridgeport stop only to discharge passengers from points south of Jersey City, and, so far as could be learned, there was no passenger for Bridgeport on the train. For this reason the engineer did not receive a conductor's signal for the stop, and the only explanation that was advanced by railroad men here to-day was that the engineer failed to recall his orders to stop to drop the fish car.

At any rate there is convincing testimony from points west of here that the train was making sixty miles an hour up to the time it struck the switch, and the heavy weighted train at such a speed was more than the switch could bear.

The engine, tender, fish car, one baggage car, day car and four of the six Pullman cars jumped the track, separated, and with the exception of the fourth Pullman, broke and crumpled up. Pieces of the engine could be found along the track for a hundred feet, and the tender finally stopped forty feet west of the engine. The baggage car and day car cleared the viaduct but turned over and smashed on the incline of the embankment beyond, and the first of the four Pullmans landed on its roof halfway across the street underneath the viaduct.

Woodwork Torn and Crushed.

Inside the Pullmans, with the exception of the last two, the fittings and woodwork were torn and crushed into a jumbled mass. The day car and the baggage car were reduced to splinters and the engine was so torn apart that only the main body of the boiler and cab were left to distinguish it as part of a whole.

On the east side of the viaduct the embankment is held and strengthened by a stone retaining wall in which the individual stone blocks measure about six feet in length by four in width and three in thickness.

The terrible force of the plunging engine, once it had left the tracks, can be best appreciated from the fact that

GEN. BINGHAM GETS JOB WITH O'KEEFE—\$7,500

Gives Out Report to McNeny
Attacking Highways Employees,
Alleging Inefficiency.

WILL MEET GAYNOR OFTEN

"Report Turned Back, as It Was
Not Constructive," McNeny
Says—"Obstacles" Denied by
Immediate Superior.

General Theodore A. Bingham, former Police Commissioner, and lately chief engineer of the Bureau of Highways, received a new place at the municipal table yesterday when he became consulting engineer of the Department of Bridges. He will get \$7,500 a year in the new office, while the job in the Bureau of Highways he resigned Monday would have netted him \$6,000 per annum. Bridge Commissioner Arthur J. O'Keefe, who was General Bingham's deputy police commissioner in Brooklyn when the general resigned in Mulberry street, at the old Police Headquarters, offered his former chief the place, which he accepted in fifteen minutes.

Lack of action, which General Bingham gave as his principal reason for resigning his office in the Bureau of Highways, was evidently not an element of obstacle in facilitating the change to the more remunerative post, which came to him unlooked for.

While Commissioner O'Keefe said yesterday that he had not conferred with Mayor Gaynor in regard to the appointment, it was understood he had been in the Mayor's confidence to it. The Mayor declined to discuss the appointment yesterday.

McNeny Gets More Light.
Borough President McNeny was inclined yesterday to take exception to the reasons General Bingham gave for resigning from the Bureau of Highways. Mr. McNeny characterized the General's complaints, that he could not get action and was blocked and hampered in his work, as a trivial in some instances, and far from the mark in others. Mr. McNeny said he found it difficult to understand the General's attitude until he heard yesterday of his appointment to the Bridge Department at a salary of \$7,500. That, he said, might throw more light on the matter.

Mr. McNeny's curt reference yesterday to the report which General Bingham

FOR ASSISTANT MAYOR HERE Cullen Bill Would Permit Gaynor to Make a Designation.

(By Telegram to The Tribune.)

Albany, July 11.—Senator Cullen to-day introduced a bill providing that the Mayor of the City of New York may designate in writing a member of the Board of Estimate or an officer who is a head of a department to act as Mayor during the Mayor's sickness or absence from the city for a period of not exceeding sixty days.

If no such designation is made or on the expiration of a designation so made the president of the Board of Aldermen is to act as Mayor. Under the present law the president of the Board of Aldermen acts as Mayor at any time during the absence of the Mayor.

Senator Cullen's bill is plainly aimed at President Mitchell of the Board of Aldermen. Mayor Gaynor has had no love for him since acting Mayor last summer. Mr. Mitchell uncovered vice in Coney Island and Manhattan, with correspondingly lax conditions in the Police Department.

It was originally planned that the proposed new charter should provide for the election of a Vice-Mayor, who should act as Mayor in the absence of the Mayor. So much opposition to this was expressed that it was cut out of the original draft.

Mayor Gaynor has not yet planned his vacation for this summer, but it is said that he is loth to leave the office in the hands of President Mitchell. Some doubt was expressed last night as to the constitutionality of a law that would take away from an officer some of the duties to which he was elected. It was also pointed out that the people would scarcely care to have the duties of Mayor exercised by some one who was not elected for that purpose.

KING'S AWARD IS TO U. S.

Alsop Claim Arbitrated in Our
Favor Against Chili.

London, July 12.—"The Times" announces that King George has given the award in the Alsop claim to the United States. The award concedes \$187,000 (\$165,000) to the American claimants.

Early in August last the American Ambassador and the Chilean Minister in London presented to the British Foreign Office their respective cases on the Alsop claim, which had been submitted to King George as arbitrator. The claim is based upon large sums of money advanced to the Bolivian government in 1874, Chili agreeing to assume the obligations of Bolivia to the company when Arica passed to Chili. The claim amounted to \$1,200,000. The United States and Chili agreed to submit the case to the late King Edward, and, after his death, to his successor, King George. Chili deposited the amount claimed in London, to be paid over in case the award was in favor of the American claimants.

Low Fares and Perfect Comfort to Colorado.
Rock Island's Limited trains, morning and evening from Chicago and St. Louis. One night out. Every luxury. Tickets and booklets, 401 Broadway.—Adv.

HEAT CONTINUES TO KILL AND TORTURE

Twenty-six Lives Old Sol's Toll,
and Over One Hundred
Are Prostrated.

LITTLE RELIEF AT BEACHES

Waters About City Present
Deathlike Appearance and
Yachting Craft Drift
at Tides' Will.

Again was this city tortured by the heat yesterday. The people have gradually become weakened by the almost continuous grilling to which they have been submitted, especially those living in the more densely congested sections, and consequently they seemed to fall easier victims to the relentless enemy.

Long before the torrid sun had sunk below the last line of hills in the West, leaving the earth to sizzle and steam in the miasma of deadly heat, the number of those whose lives were sacrificed to the pitiless conditions aggregated twenty-six, with the prospects probable that before the full twenty-four hours were up, the number would be considerably added to.

The total of those overcome by the baking conditions in the streets and in the heat-cracked houses, rose to more than one hundred while the sun was still sailing loftily in the heavens.

Hour by hour, the reading of the thermometer was as follows:

| Therm. | | Hum. | | Therm. | | Hum. | |
|----------|----|--------|---------|--------|----|--------|--|
| ature. | | idity. | | ature. | | idity. | |
| 8 a. m. | 83 | 62 | 2 p. m. | 92 | 44 | | |
| 9 a. m. | 85 | 62 | 3 p. m. | 94 | 44 | | |
| 10 a. m. | 87 | 57 | 4 p. m. | 94 | 41 | | |
| 11 a. m. | 90 | 49 | 5 p. m. | 91 | * | | |
| 12 noon | 90 | 49 | 6 p. m. | 87 | — | | |

Waters Had Deathly Stillness.

If the city's dwellers were tried to their utmost limits of endurance, so, too, were those who thought to obtain relief by seeking the winds along the beaches or embarked upon the water. All the waters about the city were mirror-like in their placid, deathly stillness. Yachting craft drifted on the surface at the will of the tides, while their passengers and crews sought the slight shelter afforded by sail or cabin.

The boats looked like white butterflies which had fallen to the glassy surface even while they were attempting to wing their way toward the mirage of green woodland in the distance. Steamboats jammed with refugees from the parched pavements of Manhattan and

Continued on second page.

Continued on third page.